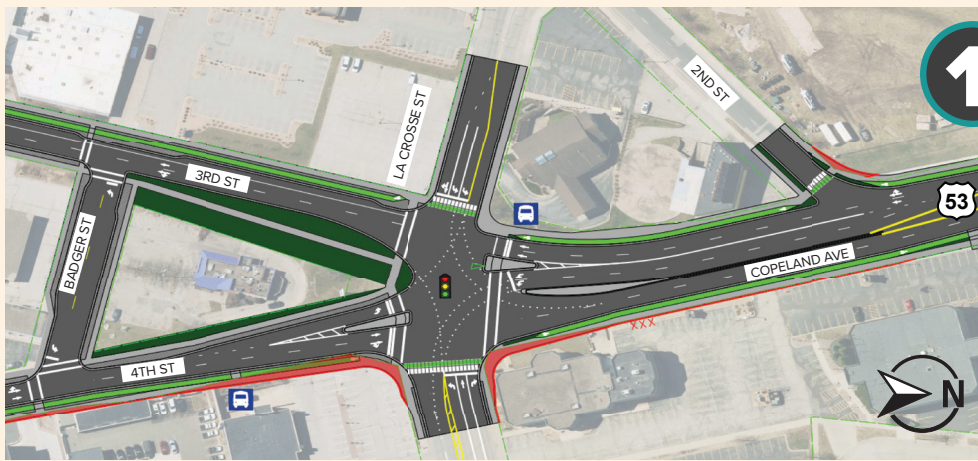


## DETAILED ALTERNATIVES

### Spot Improvement Concepts: US 53 and La Crosse St. Intersection

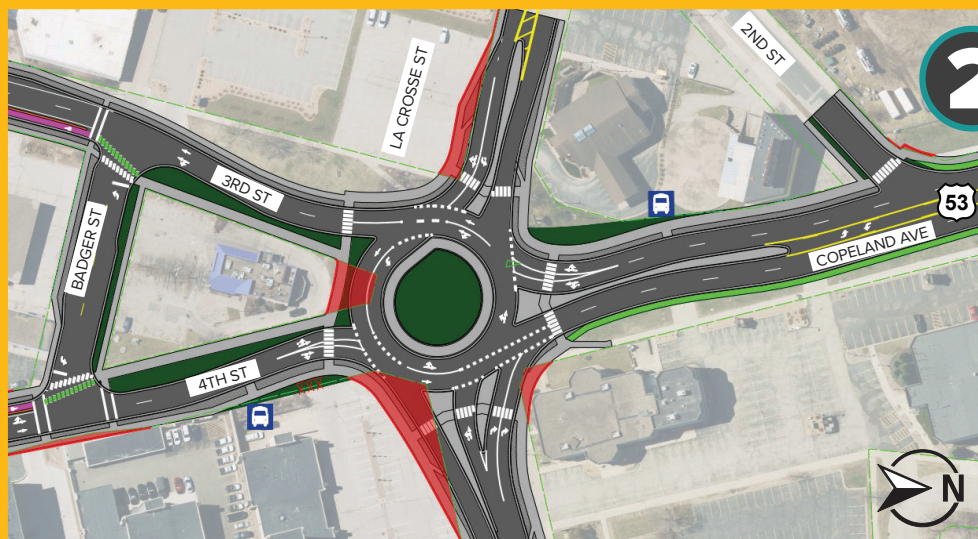
The **US 53 and La Crosse St. intersection** currently experiences significant delay and queuing concerns. These concerns are expected to worsen with forecasted future traffic volumes. In addition, this intersection has one of the highest crash frequencies along the US 53 and US 14/61 corridor.

**Two options are being considered to address these concerns:**



#### 1 Signal Option

- ▶ Add a second southbound left turn lane
- ▶ Add a second eastbound left turn lane
- ▶ Add a pedestrian crossing on the north leg.
- ▶ Add a separate signal phase for the westbound right turn.



#### 2 Roundabout Option

- ▶ Two-lane roundabout
- ▶ Shared-use path system to facilitate bicycle and pedestrian traffic
- ▶ Enhanced crosswalks for all approaches (Raised Crosswalks, Rectangular Rapid Flashing Beacons, or Pedestrian Hybrid Beacons).



### Recommendation: Roundabout Option

#### The roundabout option is recommended due to:

- Pedestrian crossings are safer and easier to Navigate due to lower speeds and fewer lanes to cross
- Shorter traffic back-ups that are less likely to spill back to adjacent intersections
- Enhanced landscape / streetscape opportunities
- Serves as an entrance feature into downtown La Crosse and a transition point between the two-way street to the north and one-way streets to the south
- City Preference
- Lower cost

#### Considerations:

- The roundabout option requires a larger amount of property acquisition (shaded in red) than the signal alternative. Neither option requires property relocations.
- The roundabout option includes changes to parking facilities and driveway access, particularly for City Hall.
- Both options are expected to decrease the number of intersection crashes involving injury, but the roundabout option is expected to see an increase in property damage (i.e. low severity) crashes.

